LISTING OF THE CLAIMS

This listing of claims will replace all prior versions, and listings, of claims in the application:

Claims 1-10 (canceled).

11. (new) A method for closed-loop speed control of an internal combustion engine, comprising the steps of: computing a first filtered actual speed (nM1(IST)) from an actual speed (nM(IST)) of the internal combustion engine by means of a first filter; computing a first control deviation (dR1) from a set speed (nM(SL)) of the internal combustion engine and the first filtered actual speed (nM1(IST)); determining a power-determining signal (ve) for automatically controlling the speed of the internal combustion engine from the first control deviation (dR1) by means of a speed controller; computing a second filtered actual speed (nM2(IST)) from the actual speed (nM(IST)) of the internal combustion engine by means of a second filter; computing a second control deviation (dR2) from the set speed (nM(SL)) and the second filtered actual speed (nM2(IST)); and, when a dynamic change of state occurs, determining the power-determining signal (ve) for the closed-loop speed control of the internal combustion engine with the speed controller from the first control deviation (dR1) and the second control deviation (dR2).

12. (new) The method for the closed-loop speed control of an internal combustion engine in accordance with claim 11, including detecting the dynamic change in state by way of the second control deviation (dR2).

13. (new) The method for the closed-loop speed control of an internal combustion engine in accordance with claim 11, wherein the second filter has a smaller filter angle than the first filter.

14. (new) The method for the closed-loop speed control of an internal combustion engine in accordance with claim 12, wherein the second control deviation (dR2) acts on a P component of the speed controller.

15. (new) The method for the closed-loop speed control of an internal combustion engine in accordance with claim 14, including determining the P component from the first control deviation (dR1), a first factor (kp1), and a second factor (kp2), with the second factor (kp2) being computed from the second control deviation (dR2) by way of a characteristic curve.

16. (new) The method for the closed-loop speed control of an internal combustion engine in accordance with claim 15, including additionally computing the P component from the second control deviation (dR2).

17. (new) The method for the closed-loop speed control of an internal combustion engine in accordance with claim 15, wherein the first factor (kp1) is either preset as a constant or computed as a function of the first filtered speed (nM1(IST)) and/or an I component (ve(I)).

18. (new) The method for the closed-loop speed control of an internal combustion engine in accordance with claim 12, wherein the second control deviation (dR2) acts on a DT1 component of the speed controller.

19. (new) The method for the closed-loop speed control of an internal combustion engine in accordance with claim 18, including determining the DT1 component from the second control deviation (dR2) by way of a characteristic curve.

20. (new) The method for the closed-loop speed control of an internal combustion engine in accordance with claim 19, including deactivating the DT1 component by means of the characteristic curve if the second control deviation (dR2) becomes smaller than a first limiting value (GW1) (dR2 < GW1), and activating the DT1 component by means of the characteristic curve if the second control deviation (dR2) becomes greater than a second limiting value (GW2) (dR2 > GW2).